C.	Approved For Release 2009/03/17: CIA-RDP82-00457R00  CLASSIFICATION SECONDAL OFFICE  CENTRAL INTELLIGENCE AGNOWLED  INFORMATION REPORT		$\mathcal{P} \subset \mathcal{D}_{25X1}$
COUNTRY	USSR (Belorussian SSR)	DATE DISTR.	13 April 1951
SUBJECT	Bobruisk Airfield	NO. OF PAGES	2
PLACE ACQUIRED DATE OF INFO.		NO. OF ENCLS. (LISTED BELOW)  SUPPLEMENT TO REPORT NO.	25X1 25X1
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- 1. The mirfield on the southwestern border of Bobruisk (53-09N, 29-13E), thite dussian LSR, had runways and three large hangers. Four 4-story barracks blocks were on the mirfield approach road which branched off from the main road. The field was bordered by woods on the south.
- 2. The field was occupied by the following sireraft in Tay 1949:
  - a. About 80 twin-engine bombers (high-wing monoplanes), double rudder assembly, glazed nose; this type has been known since orld for II.
  - b. Three or four Douglas transports.
  - c. Five biplanes.
- 3. Flying was done irregularly, apparently not depending on the weather. Observed were:
  - a. Day flying of bomber formations of 3,9,27 or 80 planes, the individual planes taking off at short intervals one after the other and forming formations over the town.
  - b. Individual parachuting from biplanes.
  - c. Parachuting in groups of 15 men each from one or two transports was observed after the Lummer of 1948. Jumping was done from a door on the left side of the fuselage. It was noticeable that all the parachutes opened the same distance from the aircreft. Individual parachutists were two prachutes.
  - d. There has been intensive night flying and flying in bad weather since the Summer of 1949.

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